



## AMERICAN PROGRESS.

BY A VISITOR.

ELKO, NEVADA, MARCH 10.

GREAT AS California is in material wealth, in the produce of her fields, mines, and forests, and in mercantile prosperity, there is a decided and growing desire amongst citizens of the principal city and the State to excel in manufactures. To their credit be it said that, strong as this desire is upon them, one seldom hears the cry for protection, so usual in communities with aspirations similar to those of California. Woolen mills, sugar refineries, a watch factory, silk factories, several boot, saddle, furniture, and no end of implement factories, have been established in San Francisco, Sacramento, and other towns; but, in so far as a stranger can see, these industries are prepared to live upon the merits of their products and the business capabilities of those who manage them. Built upon such a basis, even with the weak need of protection to foster their first efforts to live, there is much to make us believe that there is a great manufacturing future before the Pacific States of the Union. Already several industries have taken hold in the community—industries in which colonials also have a living interest. Amongst others the manufacture of woolen goods is making decided headway. There are extensive works of this kind in San Francisco, San Jose, and other towns, and their products are seen all over the State. The goods manufactured are blankets, plaids, flannels, kerseys, and cassimeres. At San Jose the machinery in use is from Messrs. Davies and Thurier, of Massachusetts, and the mode of working is similar in all respects to that followed in England and Scotland. Of the quality of the goods made it would not be easy to write too highly. The blankets especially are superb, they are the very description one likes to nestled into during the bitter cold of an American winter. It is satisfactory to add that these goods are in very high favour in the community where they are manufactured. On their merits they have won a reputation, and sell for higher prices than goods from Great Britain or the Eastern States. This is a feature of double significance to the Australian manufacturer. It has little to fear from competition when the quality of his goods will stand the test in comparison with imported goods. The wool used is all of Californian growth; Australian wool is well known in the State, is well known wherever I have travelled for that matter. The Californian manufacturers state unreservedly that the quality is too fine for their purpose. The Australian wool that comes to California is all sent to the Eastern markets.

Silk manufactured from Californian raw material has also found a position in this market; and, although the business is not so markedly successful as woolen manufacture, there are grounds for believing that this industry also will be amongst the progressive in California. The mulberry tree does remarkably well, and supplies an abundance of the very highest grade of food for silkworms. Many varieties of the plant have been tried—probably as much, if not more, attention has been paid to this department of the industry than in the colonies. The whole list of mulberries known to us might be mentioned as amongst those tried here; and now, and after these long years of experiments, the varieties that answer best are the japonica and grafted rose leaf. Up to 1870 considerable quantities of silkworm eggs were exported to France, and prices were realised for them equal to 18. per ounce. This is much lower than the colonial belief touching the value of silkworm eggs, but I am disposed to believe that the price is a fair average obtained in Europe for well-prepared and sound silk grain.

In 1870 a serious malady caught the silkworm in California and Nevada—a disease similar in all respects, I believe, to that known as the silkworm disease in Europe. In California, of late years, mature cocoons have not been plentiful, and it is again necessary to send to Japan for eggs. The business has, therefore, come to something like a standstill. There is not the evidence of progress in it that one looks for in a new business in a new country. This is not owing to lack of capital, or even of confidence in the suitability of the climate to the growth and manufacture of silk. A large and powerful company could, I am assured, be organised without undue effort in San Francisco for the latter purpose. It is in the growth of the worms that the difficulty occurs, and this in spite of the great intelligence and considerable capital brought to bear upon it. As a whole, the silk industry in the Pacific States of America offers an invaluable lesson to Australians, and one that it were folly to neglect. It certainly is not a business to be gone into all at once.

The trotting horse of America is an animal that calls out our admiration, even a bigger share of it than the racers of the colonies. The American trotter is a useful as well as a speedy animal, and has powers of endurance as well as those that have made him unrivaled upon the trotting course. I have a high admiration for the magnificent blood horse of the colonies, but I do also like to hear these Americans talk of their trotters as "the best type of horse flesh in the world, sir," and to see the care and attention paid to this magnificently powerful animal. In connection with the Philadelphia Exhibition, several heavy paces are spoken of for trotting matches that will be open to the world. For trotting there is little question the Americans will have the honours. There are no horses in England, it is believed, nor in the colonies either (and the American horsemen look with much respect towards horses) that can trot a mile in 2:30 minutes—very ordinary feed on this turf. Prizes will also be offered for walking horses, and here the English hunter or colonial hack ought to make an impression. Speaking on this subject to a gentleman well versed in horse flesh, and who does not hesitate to say, from what he has seen of Australian horses, that when colonial breeders try they will have notable trotters, he added, in reference to the walking powers of Australian hacks, that if you have good walkers amongst your stock over there then you have horses fit for any kind of work; and it is a fact, conceded by horsemen all the world over, that a thoroughly good walking horse has the paces in him that makes the good horse of every type.

Leaving this subject, your readers will not object to a brief description of the Palace Stables in San Francisco—an institution called into existence by the liberal care American gentlemen have for their every-day horses. The stables are in Howard-street, and near the magnificent Palace Hotel. There are two main entrance floors in the establishment—the lower floor, 165 by 45 feet, being devoted to space for vehicles, feed

rooms, space for harness, offices for business, retiring and bathing and toilet rooms (an excellent arrangement) for customers, &c. The stables are on the upper floor, where there is a long row of box stalls, each of which a horse has all the room and turning space he may feel disposed to make use of. The bulk of the stalls are of the ordinary size, and afford accommodation for sixty-four horses. The animals face each other, the rear of each stall being open, and who so arranged that while the horses can see, they cannot interfere with their neighbours. The roof of this room is twenty feet high, and the floor so braced upon the truss principle that there is no movement perceptible, although so much active horse-flesh occupies the space. Mr. William Patrick is the active managing partner of this unique and highly creditable establishment.

While San Francisco is similar in many respects to Sydney, the magnificence of both places siding in the comparison, there are still features in which the difference is very marked—the manner in which horse-flesh is employed in the two cities is an instance. In San Francisco, buses, that prominent feature of bustling Sydney life, have scarcely an existence. The street railroads supply facilities for travel similar to those of the Sydney buses, trams, the smart, active, convenient cabs one finds in Sydney are not seen in the streets of San Francisco, nor in the smaller towns; but in the place of these conveniences vehicles can be hired, occasionally at the stopping and landing places, and always at the numerous livery stables that exist in the smallest towns. Here the hired vehicle assumes the form of a private carriage, a buggy, or a light wagon. The latter is usually drawn by two horses, and, with driver, costs from 10s. to 20s. per day. For the money and for suitability to move through rough country, round sharp curves, and over bad roads, these wagons are ahead of anything similar that I have seen. They are driven at a rattling pace; it is a case of hold on to the seat or ironwork until habit makes the novel situation comfortable and pleasant. At first travel in these wagons is neither one nor the other; but this soon changes, and then we have the convenience of a really good vehicle—one highly suitable for the colonies, and that deserves more attention from colonists that it appears to have received. This light wagon is on four wheels, light as is characteristic of the build of the whole machine. The body is a simple platform, from 6 to 10 feet in length, with low sides—usually about six inches high. There are two seats, each to carry three persons. The machine has a light hood or cover, and a powerful brake, and with foot upon that, the way in which these drivers turn hill and down hollow, through mud, slush, creeks, over rocks (every stone is a rock in California), running at what seems neck-break speed over mountain roads not many inches wider than the spread of the wheels, makes one's hair disposed to rise on end at times. But habit is second nature. These vehicles pass over a prodigious length of road in the course of a day—road bad as any conceivable. The drivers do not ask for drinks, say the horses are lame; do not growl at the state of the roads; and a species of travelling that even in the colonies would be considered a grievance, is got over here with absolute satisfaction. The American light wagon is suitable for travelling in rough country. It is light. The strength of the machine is concentrated in the wheels, brake, and springs—just where required. Of course stanch, active horses are required for this species of travelling, and the Americans have them. There is a small hardy breed of horses in the Pacific States that for toughness, absence of disposition to jar or baulk, are worthy of attention. Barley is the favourite feed for them; barley soaked over-night, and feed at the rate of from two to three quarts to a feed, is the favourite grain in use. Occasionally the grain is merely crushed and fed dry, the same quantity being given in each case. Oats and maize are also used—the latter extensively in the southern districts, where corn grows freely. Barley is preferred, and is, beyond doubt, excellent feed. Chaff, or cut hay, of oats or wheat, also forms part of the feed. While working actively, three feeds per day is usual, and the horses work up to and fairly earn what they get. Seven as the winter is in the mountain districts of California, it is usual to let horses run on the grass in all weathers, and they do not appear to suffer from this treatment more than colonial horses do. There is a still harder and smaller breed, the mustang, that are also used for harness purposes. They are stanch, I believe, when well broken, but are not the stamp of animal that has recommended for a colonist.

The winter climate of San Francisco is more moist than a stranger would expect from its geographical position, and owing to the level and low-lying character of much of the city this moisture, during the winter months, brings the streets into a sad mess. Australian residents in the City of the Pacific during this last winter declare that they will never complain of dirty streets again after seeing the fortitude with which ladies as well as gentlemen go unhesitatingly through muddy streets when business or pleasure calls them abroad. In some of the smaller towns, in the rich valleys especially, this exuberance of mud surpasses anything I ever saw. In approaching San Jose, for instance, the travellers pass through a very fine avenue of trees; this is the famed Alameda; the trees of which were planted by the Monastic fathers who had control of the country ere it came into the hands of the Americans. This is not owing to lack of capital, or even of confidence in the suitability of the climate to the growth and manufacture of silk. A large and powerful company could, I am assured, be organised without undue effort in San Francisco for the latter purpose. It is in the growth of the worms that the difficulty occurs, and this in spite of the great intelligence and considerable capital brought to bear upon it. As a whole, the silk industry in the Pacific States of America offers an invaluable lesson to Australians, and one that it were folly to neglect. It certainly is not a business to be gone into all at once.

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The roads and highways of each town, township, and county are made and kept in repair by the property owners. It is easy, therefore, for any place to know that the residents are chargeable with the bad condition of the roads. The Government, as we know, that institution, is not responsible in any case. The consequence is that there is much less grubbing about roads than is heard in the colonies; and, as a whole, the American system is the more preferable, for all practical purposes. The residents take a downright interest in their roads. In many places the highways are made pleasant and beautiful during the summer months by shade trees; and in all cases, even in those where a long continuance of wet had reduced the roads to a state such as that of the Alameda, there was an effort to improve them as soon as the weather took up, and that without the semi-begging species of pleading for help to mend the roads that is heard in the colonies.

The photographs taken in San Francisco, like those taken in Sydney, are admitted to be the finest taken in the respective countries. The semi-humid atmosphere admitted so favourable to the photographic art in Sydney has the credit of answering a similar purpose in San Francisco. The pictures taken are simply the perfection of photographic art; and while aware of their high degree of merit, it was satisfactory to hear the artists of the Californian city admit, without hesitation, how closely their brethren on the other side of the Pacific approached their best efforts. This reminds me that photographers individually, and as a body, very willingly give credit for excellence in their art, come the specimens from where they may.

In California, owing to the activity of trade between the countries, it was no particular cause for surprise to be informed that the tea in use should come largely from Japan. China tea is actually considered an inferior article by the Californians. But as we travel westwards, and still find Japan tea in favour, causes arise for asking the reason. In appearance, Japan tea is a much coarser article than the tea we get from China. It is not rolled and twisted to the same extent. On comparison, it is seen that the Japan article is deficient in what is termed "finish" in the art of preparing tea for export. The Japanese tea looks like so much broken leaf in comparison with that from China, but it makes a very pleasant beverage, and is altogether a pleasant stimulant. To the unsophisticated eye, Japan tea looks a pure article; presented as it is, there is certainly less reason for suspicion that it is "doctored" after the fashion said to be usual in China. There is another reason, I am informed, why Japan tea is displacing that from China. It is put up in packages of 1 lb. and more before the exporter gets it. The custom is to sell the consumers the tea in its original package, and as this package on weighing is invariably found to pull down the scale with the full weight of 16 oz. to the lb. handsomely, housewives go for it in preference to that put up in lighter packages. This Japan tea retails at from 2s. to 4s. per lb., according to the locality where it is purchased.

Good coffee is not so rare here as in the colonies, and coffee with a suspicion of chicory does not meet with favour, all going to show that when a people make up their minds to have a genuine article, it will be supplied them. Their coffee comes from Java, the same as ours, and is sold retail at 1s. 3d. per lb. Coffee also comes from the South American States, but it is cheaper and of inferior quality. After using the fine Java coffee in use here, I shall be suspicious of the very doubtful compound sold in the colonies by that name.

The efforts made by the owners of a line of steamers running between New York and Liverpool to carry over fresh meat from America to England is attracting a great deal of attention in these Western States. It is a fruitful topic of conversation, and, as cold is the chief medium for preserving the meat during the trip, there is much to remind us of what Mr. T. M. is doing in Sydney. The vessels engaged in this business are of the Williams and Guion Line, and are fitted up with refrigerators on deck. These refrigerators are cases with non-conducting material after the style of the ordinary meat-preserving box. The sizes of refrigerators built so far are 40 feet long by 25 feet wide. The height is about 8 feet, and in one of these boxes about 500 quarters of meat are suspended by hooks as in a butcher's stall. During an American winter meat can frequently be shipped in a frozen state, and might be then, in these refrigerators, run across and landed in England. But this is not depended on. Ice is provided, at the rate of 40 tons to each cargo of meat, and a current of air is drawn over the ice, and forced through pipes that discharge it over the meat in the refrigerators; steam is employed to force the air in any quantity desired. The temperature found to answer best is 38 degrees, which maintains the meat in what is considered the very best condition for a voyage by sea, with the ultimate object of landing it in the English market in a sweet fresh state. Several cargoes have gone over and with success, for other vessels, we are informed, are being prepared for the trade, and Western cattle must be shipped in a frozen state, and might be then, in these refrigerators, run across and landed in England. But this is not depended on. 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## AUCTION SALES

New and Second-hand Clothing, Drapery, Boots, Chalets and contents, Gold and Silver Watches, Jewellery, &c.

**ALEXANDER MOORE and CO.** will sell by public auction, THIS DAY, at 11 o'clock, at the Mart, Pitt-street, 1876.

THIS DAY, May 18th.

Ex Cathart, Cape Clear, Palawan, Taliwan, Alexander Duthie, Lock Ur, Leander, Erato, &c.

Fine Brands of WINES and SPIRITS, BOTTLED BEERS and GENERAL STORES.

The remainder of the Stock in the Estate of the late James Taylor, Esq., Mortpeth. By order of the Executors.

Catalogues of which can be had at the Rooms.

**GILCHRIST, STUBBS, and WESTON** will sell by auction, at the Rooms, THIS DAY, May 18, at 11 o'clock. 40 half-pounds and quarter-earks Jamaica rum 20 half-pounds and quarters Hennessy's and Martell's brands 32 quarter-earks old port and sherrries 12 half-pounds old whiskies Port and sherrries in bottles. After which,

60 tons ROCK SALT Delivered in 70 cases Liverpool Coarse SALT Morpeth

11 chrs. sugar

47 drams turp and tinned oil

Sewing-twists, Ward's sheepskins, woopacks, candies, &c., &c., &c.

Full particulars of which can be had at the Rooms. Terms at sale.

**GALVANIZED CORRUGATED IRON.** GALVANIZED TUBING. DOUGLAS PUMPS.

By order of the consignees.

**GILCHRIST, STUBBS, and WESTON** will sell by auction, at the Rooms, THIS DAY, May 18, at 11 o'clock. 10 cases Douglas pumps, asserted 2000 feet. 1 1/2, 1 1/2, and 2 inch tubing. 10 cases galvanized corrugated iron. Particulars at sale.

THIS DAY, May 18th.

BULK ALES, NEW BREWS, in splendid condition.

On account of whom it may concern.

Just landed ex James Aiken, from Liverpool.

**GILCHRIST, STUBBS, and WESTON** have been instructed to sell by auction, at the Rooms, THIS DAY, May 18, at 11 o'clock. IN CAMPBELL'S STORES, MARRIANS, 17 half-heads. JEFFREYS, 10 Water-Warehouse, JOULES, 9 half-heads. Argylo Stores, M'EWANS, 34 half-heads. TENNENTS, 36 half-heads. In lots to suit purchasers.

All the above are filled up, and ready for buyers' inspection. Orders to be obtained at the Rooms. After which,

32 empty beer headships. Terms, cash.

**ENGINE AND BOILER.**

**GILCHRIST, STUBBS, and WESTON** will sell by auction, at their Rooms, 273, George-street, THIS DAY, May 18, at 11 o'clock. An excellent horizontal engine of 5-horse power, with boiler, &c., complete. Can be seen in the premises, Pitt-street. Orders for inspection can be had at the Rooms. GOLDEN SYRUP.

**GILCHRIST, STUBBS, and WESTON** will sell by auction, at the Rooms, THIS DAY, May 18, at 11 o'clock. 10 cases golden syrup. Just landed.

FRIDAY, the 19th instant.

Unreserved Sale by Auction of the STOCK-IN-TRADE of a Farmer-Broker.

consisting of

ENGLISH and COLONIAL Household Furniture of all descriptions.

PLATES, PAINTINGS, ENGRAVINGS, ORNAMENTS, KITCHEN UTENSILS, CROCKERY, GLASSWARE, and SUNDRIES.

Removed to the Rooms for convenience of sale.

**CAREY, GILLES, and CO.** will sell by auction, at the Bank Auction Rooms, 336, George-street, on FRIDAY next, the 19th instant, at 11 o'clock prompt, WITHOUT RESERVE, A very large and varied assortment of HOUSEHOLD FURNITURE (second-hand), of all descriptions. PICTURES, KITCHEN UTENSILS, &c., &c., as above. Terms at sale.

PRELIMINARY.

125 Crates and Casks of EARTHENWARE, CHINA, and GLASS.

For POSITIVE SALE by Auction, at the Bank Auction Rooms, on THURSDAY, the 25th instant, at 11 o'clock.

Now landing ex Royal Duke and Mabel.

**CAREY, GILLES, and CO.** are instructed by the consignees to sell by auction, at the Bank Rooms, 336, George-street, on THURSDAY next, the 25th instant, at 11 o'clock.

125 packages EARTHENWARE, CHINA, and GLASS, comprising a general ASSORTMENT of FIRST-CLASS goods.

Full particulars in a future issue.

Terms, liberal, at sale.

TUESDAY, the 23rd instant.

IMPORTANT SALE BY AUCTION OF GENERAL MERCHANTISE.

At the Bank Auction Rooms,

on 1st June, of various descriptions.

400 Bales and 4 Cases Wine and other Corks

7 Cases Galvanized Buckets

50 Hhds. of red White Herrings

50 Cases Red Herrings, 24 tins, 2 dozen

10 Cases Living Fish, 1 cwt., 2 dozen

100 Half-barrels Fine Pearl Barley

500 Bales each 100 Full-weight Woolpacks

300 Cases, each 1 Cwt. Bernard's Grecian Wine

100 Cases each dozen of John's Whisky

14 Cases James' Steel and Sons' Assorted Paints

50 Drums Boiled Ale

100 Ditto Steel, Quarts

25 Ditto ditto, pints

175 Cases Devonish Ale, quarts

50 Cases ditto, pints

100 Cases Burnett's Old Tom.

Being the entire cargo of the steamship TAMBAROORA, from Glasgow.

Now Landing,

and for bona-fide public competition.

Sample of the Bulk will be on view the Morning of Sale.

The particular attention of the Merchantile Community, AGRICULTURAL, CHEMICAL, COTTON, COUNTRY, BUMBERS, and shers, is directed to the above sale, as the Auctioners' instructions are to dispose of the whole shipment at MARKET VALUE.

**CAREY, GILLES, and CO.** are instructed to sell by auction, at the Bank Rooms, 336, George-street, TUESDAY next, the 23rd instant, at 11 o'clock, 1876 packages of merchandise, being the entire cargo of the steamship TAMBAROORA, from Glasgow.

Full particulars in Saturday's issue.

Terms, liberal, at sale.

On account and risk of whom it may concern.

Dedance (Hand) Sewing Machines.

**M. CHARLES TEAKLE** has been instructed to sell by auction, at his Rooms, 7, Wynard-street, TO-MORROW, at 11 a.m.

Ex Harrow, from London.

8 cases, each 6 Dedance (hand) sewing-machines.

Terms, cash.

To Private Gentlemen, Jewellers, Pawnbrokers, and others.

FRIDAY, May 19, at 12 o'clock.

**M. CHARLES TEAKLE** has been instructed to sell by auction, at his Rooms, 7, Wynard-street, on FRIDAY, May 19, at 12 o'clock prompt.

Ex Avoca.

1000 1 case jewellery, watches, &c., com- Silver o. f. and hunting general watches, by Patek and others

Centre-second race watches, English and American Cuckoo-face watches, gold leaves Gold earnings, dress rings, diamond rings Studs, lockets, signet rings, sets, brooches Silver jewellery in the latest designs. Terms at sale.

EXHIBITUS AND UNRESERVED SALE

of Various Goods

Porterage

Meerschaum Pipes

Cutlery, Concertinas

Blackware

Gold and Silver Jewellery and Watches.

FRIDAY, May 19, at half-past 10.

**M. CHARLES TEAKLE** has been favoured with instructions from the consignees to sell by auction, at his Rooms, 7, Wynard-street, on FRIDAY next, at 11 o'clock prompt.

40 half-heads and quarter-earks Jamaica rum 20 half-heads and quarters Hennessy's and Martell's brands 32 quarter-earks old port and sherrries 12 half-heads and quarters old whiskies Port and sherrries in bottles. After which,

60 tons ROCK SALT Delivered in 70 cases Liverpool Coarse SALT Morpeth

11 chrs. sugar

47 drams turp and tinned oil

Sewing-twists, Ward's sheepskins, woopacks, candies, &c., &c., &c.

Full particulars of which can be had at the Rooms. Terms at sale.

**GALVANIZED CORRUGATED IRON.** GALVANIZED TUBING. DOUGLAS PUMPS.

By order of the consignees.

Just landed ex James Aiken, from Liverpool.

**GILCHRIST, STUBBS, and WESTON** have been instructed to sell by auction, at the Rooms, THIS DAY, May 18, at 11 o'clock.

10 cases Douglas pumps, asserted

2000 feet. 1 1/2, 1 1/2, and 2 inch tubing.

10 cases galvanized corrugated iron. Particulars at sale.

THIS DAY, May 18th.

BULK ALES, NEW BREWS, in splendid condition.

On account of whom it may concern.

Just landed ex James Aiken, from Liverpool.

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